

"YEBISU"  
THE FAVOURITE BEER  
OF JAPAN.  
Per Case of 8 Doz. .... \$16  
PURE AND PALATABLE.  
SOLE AGENTS—  
H. PRICE & CO.,  
12, Queen's Road.

# Hongkong Daily Press

ESTABLISHED 1857.

MARTELL'S  
BRANDIES HAVE A WORLD-WIDE REPUTATION.  
Per Doz. .... \$26  
... 31  
V.S.O.P. .... 31  
V.V.S.O.P. .... 33  
SOLE AGENTS—  
H. PRICE & CO.,  
12, Queen's Road.

No. 14,126 號陸十式百壹子建萬第 日拾初月伍閏年亥十二精光 HONGKONG, SATURDAY, JULY 4TH, 1903 陸拜福 號肆月七年春零百九仔壹英港香 PRICE, \$8 PER MONTH

## TO OWNERS OF DOGS.

**WATSON'S ANTISEPTIC DOG SOAP**  
DESTROYS ALL PARASITES,  
REMOVES SMELL FROM THE COAT,  
PREVENTS RED MANGE.

**A. S. WATSON & CO. LIMITED.**

ESTABLISHED 1841. [a158]

**CUTLER, PALMER & CO.'S**

Price \$11.75 per Dozen

N.R.

*SPECIAL BLEND* WHISKY  
Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSSSEN & CO., Hongkong. [a166]

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. .... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. .... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. .... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. .... Every 15 minutes.  
11.30 a.m. to 12.30 p.m. .... Every 15 minutes.  
12.30 p.m. to 1.15 p.m. .... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. .... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. .... Every 10 minutes.  
2.15 p.m. to 3.45 p.m. .... Every 15 minutes.  
3.45 p.m. to 4.30 p.m. .... Every 10 minutes.  
4.30 p.m. to 5.15 p.m. .... Every 15 minutes.  
5.15 p.m. to 6.00 p.m. .... Every 10 minutes.  
6.00 p.m. & 9.00 p.m. .... Every 15 minutes.  
9.00 p.m. & 9.30 p.m. .... Every 20 minutes.  
9.30 a.m. to 10.30 a.m. .... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. .... Every 10 minutes.  
12.00 Noon to 1.00 p.m. .... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. .... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. .... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. .... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. .... Every 10 minutes.  
NIGHT CARS to or from Work Days.  
SATURDAY.  
extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office 28 & 40, Queen's Road Central.  
J. N. D. RUMPHREYS & SON,  
General Managers.  
Hongkong, 5th June, 1903. [a163]

**GREEN ISLAND CEMENT COMPANY.**

**PORTLAND CEMENT.**  
In Casks of 375 lbs. net £5.00 per Cask ex Factory.  
In Bags of 250 lbs. net £1.00 per bag ex Factory.  
**SHEWAN, TOMES & CO.**  
General Managers.  
Hongkong, 14th May, 1903. [a166]

**VICTORIA CYCLE EMPORIUM**

We are Sole Agents for the following—  
MONOPOLE, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
for Sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS FITTED WITH PNEUMATIC  
TYRES AND BALL BEARINGS throughout.  
Everything in the trade always kept in  
Stock. First-class workmanship guaranteed  
in all branches of the business. Re-arranging a  
specialty. KIDDY & CO.,  
43 & 34, Queen's Road East. [a135]

**OCCIDENTAL HOTEL.**

**ELGIN ROAD, KOWLOON.**  
35 Bedrooms, excellently furnished.  
Both to each room.

Lining-room and Cuisine under strict  
supervision.

European and American Wines, Spirits, and  
Beers.

**POOL AND BILLIARDS.**  
English, American and Manila Newspapers on  
file.  
Terms: \$4 to \$7.00 per day; \$65 to \$120 per  
month.  
**JAS. D. M. CAMERON,**  
Manager.  
Hongkong, 6th May, 1903. [a135]

**VICTORIA HOTEL.**  
SHAHEEN, CANTON,  
BRITISH CONCESSION.

GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
T. F. DA CRUZ, Manager.  
Canton, 1st October, 1901. [a11]

## HOCKS & MOSELLES.



PLEASE NOTE THAT ALL OUR HOCKS AND MOSELLES ARE IMPORTED DIRECT FROM MESSRS. DEINHARD & CO., COBLENZ.

Telephone No. 75

[a35]

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

16, Queen's Road,

Hongkong, 22nd June, 1903.

[a35]

COTTAM & CO. FIRST-CLASS OUTFITTERS

## SHIRTS.

WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.  
SMART DESIGNS, STYLISH FINISH. [a36]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPEES TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

\$25 PER DOZ.

Distinguished by Four Stars on the Label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.50 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL,"

11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG. [a45]

THE CHINA LIGHT & POWER CO. LTD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to THE MANAGER OF WORKS AT BUNGHOM;

or

SHEWAN, TOMES & CO., General Managers.

[a46]

SHEWAN, TOMES & CO., General Managers.

[a46]

FIRST AND FOREMOST!

IN CONSEQUENCE OF THE SUCCESS ATTENDING THE INTRODUCTION INTO THIS COLONY OF OUR "STONE GINGER BEER" AND THE STILL INCREASING DEMAND, WE HAVE NOW, FOR THE CONVENIENCE OF OUR NUMEROUS CUSTOMERS ADDED TO OUR LIST OF BEVERAGES A COMBINATION OF PURE LONDON GIN AND GINGER BEER WHICH WHEN ORDERING PLEASE ASK FOR

## CROWN BRAND STONE GINGER BEER AND GIN."

WATKINS, LTD., HONGKONG.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW BOOKS BY ENGLISH MAIL.

Paganino—Le Hunt Lacs, Le

Moine Lacs, Le Bas Lacs, par A.

Hague; Illustré de 312 Photo-

gravures. \$11.00

Manson's Tropical Diseases; New Edition. 9.50

The Land of the Boxers, by Captain

Cassidy. 9.50

Ava Joms Immortals, by Marion Crawford. 7.50

China and the Chinese, by Giles. 5.50

Navy and Army; New Volume. 14.50

Butler's Portland Cement. 15.00

Williams's Middle Kingdom; 2 Vols. 30.00

Boule's Short History of China. 6.50

The Land of the Blue Gown, by Little. 17.50

Travels in North and Central China, by

Birch. 9.50

Brassey's Naval Annual. 15.50

What a Girl Can Do. 5.50

Electrical Instruments. 8.00

The Wisdom of the Wise, by Hobbes. \$2.10

The Art of Good Talking. 0.90

Marriage, by Rev. E. J. Hardy.

"Author of How to be Happy Though Married." 0.50

Academy Pictures, in 4 Parts. ...each 1.00

SWAN FOUNTAIN PENS. 1.00

PELICAN FOUNTAIN PENS. 1.00

INDEPENDENT STYLOGRAPH PENS. 1.00

DE LA RUE'S PNEUMATIC PLAYING CARDS. 1.00

SANDOW'S GRIP DUMBBELLS. 1.00

BOXING GLOVES. 1.00

RACE GAME. 1.00

SANDOWN RACE GAME. 1.00

LUDO. 1.00

AYRES' CHAMPIONSHIP TENNIS BALLS. 1.00

BASEBALL GEAR. 1.00

GOLF BALLS. 1.00

[a35]

## ASAHI. THE CELEBRATED BEER OF JAPAN.

PER CASE 8 DOZ. PINTS. \$16.00  
PER CASE 4 DOZ. QUARTS. 14.00

## MUTSUYA HIRANO WATER

THE ONLY MINERAL WATER BOTTLED WITH ITS OWN "NATURAL CARBONIC ACID GAS."

PATRONISED BY H.H.H. THE CROWN PRINCE OF JAPAN.

PER CASE 48 PINTS. \$6.50

PER CASE 100 4-PINTS. 8.50

G. GIRAUT. AGENT. [a40]

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.  
SOLE AGENTS. [a67]

## KODAKS, FILMS, PAPERS

PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION.

DEVELOPING AND PRINTING  
UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

## ACHEE & CO.

17A, QUEEN'S ROAD CENTRAL

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 1st April, 1903. [a39]

## THE LAHMEYER ELECTRICAL CO. LTD.

LONDON.

AND W. LAHMEYER & CO., FRANKFURT A/M.



OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 18th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
MARSELLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSELLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSELLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSELLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
LIVERPOOL	"DIOMED"	On 20th August.
MARSELLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSELLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 14th July.
The s.s. "DARDANUS" left Singapore on the 1st inst., and is due here on the 5th inst., p.m.	"NINGCHOW"	On 10th August.
The s.s. "ALCINOUS" left Shanghai on the 2nd inst., a.m., for Foochow and this port.		
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.		

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd July, 1903.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"CHINGTU"	On 4th July.
PORT DARWIN, THURSDAY ISLAND, COOTOWAN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	On 4th July.
SWATOW, CHEFOO, NEWCHWANG, and TIENSIN	"NANCHANG"	On 6th July.
SHANGHAI and CHINKIANG	"SHAN-SI"	On 6th July.
KOBE	"TAIWAN"	On 7th July.
SAMARANG and SOURLABAYA	"SHANTUNG"	On 15th July.
MANILA	"SUNGKIAH"	On 15th July.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.		
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 3rd July, 1903.

11.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON  
OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN OREGON RAILROAD & NAVIGATION CO.  
CONNECTION WITH THE  
STEAMSHIP TONS. CAPTAIN TO SAIL ON  
INDRAVELLI" 4,890 R. P. Craven July 14, 1903  
INDRAPURA" 4,899 A. E. Hollingworth August 14, 1903  
INDRASAMHA" 5,197 W. E. Craven September 13, 1903  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information communicate with or apply to

ALLAN CAMERON, GENERAL AGENT,

Hongkong, 16th June, 1903.

14.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

1903

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 22nd July.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,983 Tons	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 26th Aug.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd Sept.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 7th Oct.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 21st Oct.
R.M.S. "ATHENIAN"	3,982 Tons	WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 16th Dec.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 30th Dec.

THE magnificient TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Fair), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pader Street.

61

## FOR ODESSA.

## THE Russian Steamer

"HERMANN LERCHE," 1,978 tons, will be despatched for the above port on or about 10th July.

For Freight, apply to

BRADLEY &amp; CO., Agents.

Hongkong, 3rd July, 1903. [192]

## "BEN" LINE OF STEAMERS.

## FOR LONDON VIA SUEZ CANAL

## The Steamship

## "BENLOMOND."

Captain Mutton will be despatched on or about the 2nd July.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 11th June, 1903. [169]

## THE EAST ASIATIC COMPANY, LIMITED.

## FOR MARSEILLES, COPENHAGEN AND BALTIK PORTS.

## THE Danish Steamer

## "PRINS VALDEMAR."

Captain Koch, will be ready to load for the above ports on or about WEDNESDAY, the 15th instant.

For Freight or Passage, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 2nd July, 1903. [1906]

## REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at Philippine Ports.)

## THE Steamship

## "KENNEBEC"

will be despatched on or about the 26th instant.

For Freight and further information, apply to

STANDARD OIL COMPANY OF NEW YORK,

Ortional Freight Department,

Agents.

Hongkong, 3rd July, 1903. [1915]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

## THE Steamship

## "AUST LALIAN."

Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 29th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &amp;c., throughout the voyage.

The Steamer is insulated throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 3rd July 1903. [1912]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR Fiume and Trieste (DIRECT).

Calling at SINGAPORE, PENANG,

COLOMBO, BOMBAY, KABACHI,

ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

## THE Company's Steamship

## "TRIESE"

Captain Mecozzi, will be despatched as above on TUESDAY, the 22nd inst., p.m.

For information as to Passage and Freight, apply to

SANDER, WIELER &amp; CO., Agents.

Princes Building.

Hongkong, 1st July, 1903. [1913]

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

## STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL

## THE Company's Steamship

## "VERONA"

Captain H. N. Spiesen, will be despatched on or about SATURDAY, the 23rd JULY.

For Freight, apply to

SHEWAN, TOMES &amp; CO., General Agents.

Hongkong, 1st July, 1903. [1913]



## VIEWS OF HONGKONG

ILLUSTRATED POST CARDS  
Coloured, Write-Away Cards, &c.  
For Sale at GRACA & CO'S Stall at  
HONGKONG HOTEL CORRIDOR.

Also

Used and Unused Foreign and Colonial  
POSTAGE STAMPS  
in Sets, Pockets or Single. King Edward VII  
Albums. Catalogues, Hinges, &c., &c., &c.  
Inspection invited.

Hongkong, 12th June, 1903.

## PURE FRESH WATER

**THE HONGKONG STEAM WATER BOAT CO., LTD.** is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,  
Manager,1st Floor, 37, Cannaught Road,  
Hongkong, 13th June, 1903. [1173]

## WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE .44.  
Excellent arm for Travellers in the interior  
of China as well as Officers of Coast Steamers

## ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN & CO.,  
14, DES VŒUX ROAD. [1742]

R. J. REMEDIOS,  
FOREIGN AND COLONIAL STAMP  
DEALER.

No. 39, WYNDHAM STREET, HONGKONG,  
Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-

ence. Is also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 percent. Discount Allowed. [1586]

**HIGH-CLASS CHRISTMAS CAKES**, decorated ... from \$1.00  
Plain Christmas Cakes ... 60¢  
German Sand Cakes ... from \$1 to \$5.00  
Assorted Pastry Cakes ... per dozen 65¢  
Scotch Buns ... 1.50  
Frosted Stollen ... 2.00  
Mince Pies ... per dozen 2.40  
Chicken and Ham Pies ... from 3.00  
Chicken and Ham Patties ... 2.50  
Game Pies ... from 5.00  
Chris man Puddings &c., to Order.

Please apply to WEISMAN & CO., 142,  
Praya East; ANGLO-AMERICAN STORES,  
64, Elgin Road; or ROYAL AERATED  
WATER DEPOT, Ice House Street.  
Hongkong, 19th December, 1902. [1171]

## FOR SALE.

**T**HE Composite Steam Launch "LILY" property of the P. & O. S. N. Co. Built by the Hongkong and Whampoa Dock Co., Ltd. For particulars, apply to D. MACDONALD, 13, Beaconsfield Arcade.

E. A. HEWETT,

Supt., P. &amp; O. S. N. Co.

Hongkong, 1st July, 1903. [1806]

**D**AVID GORSAR & SON MERCHANT NAVY  
NAVY BOILED LONG FLAY CANVAS  
RELIANT ROWN TARPAULIN ARNOLD, KARBERG & CO.  
Sole Agents:

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS. Dealers in

M A E B L E and GRANITE MONUMENTS.  
No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1900. [186]

**ROYAL AERATED WATERS MANUFACTORY.**

If you want a drink of health, it's true that health is wealth, if you'd take your proper place, for health you'd join the race, always with a smiling face, where you can get good drink I guess, pure water we always use, essences many from which to choose, our list of drinks will you amuse, apply to:

F. P. DANENBERG, Manager, Factory & Office—West Point; Telephone 367; Depot—Ice House Street; Telephone, 374.

New Specialties. Best in the Far East Refreshing and invigorating drinks of the season. Just Produced, Long-Life, Non-Intoxicating and Excellent Beverages.

Hir-Oes, Winter Stout, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale. [1172]

**CHEONG SHING.** GENERAL EXPORTERS. DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE CURIOS.

Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUFF & CO.) Hongkong, 18th May, 1903. [14]

## NOW ON SALE.

**DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1903.** WITH ALPHABETICAL LIST.

88 PAGES, BOUND IN CLOTH AND LETTERED, \$1. PAPER COVER, 60 CENTS. On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai; Mr. EDWARD EVANS, Missionary Home, Shanghai;

Messrs. KELLY & WALSH, LTD., Hongkong, Shanghai and Yokohama;

Messrs. W. BREWER & CO., Hongkong and Shanghai;

YUEN CHONG BOOK STORE, Swatow; Messrs. A. S. WATSON & CO., Amoy; Messrs. A. S. WATSON & CO., Foochow; Messrs. H. BLOW & CO., Tientsin; Messrs. HODGE & CO., Seoul Press, "Seoul"; "NAGASAKI PRESS" OFFICE, Nagasaki; "KOME CHRONICLE" OFFICE, Kobo; "THE DAILY PRESS" OFFICE, Hongkong; and the London Office, 131, Fleet Street.

Hongkong, 1st January, 1903.

## THE TRANS-SIBERIAN RAILWAY.

## HONGKONG RESIDENT'S EXPERIENCE.

We have received a copy of a little pamphlet dated London, 11th May, and written by Mr. E. R. Bellis of Hongkong. It is entitled *Experiences on Trans-Siberian Railway* and runs to 16 pages in length. We give below the principal part, omitting some of the introduction, which deals with a journey from London to Hongkong by the Suez Canal.

Having some business to transact in Hongkong, Mr. Bellis says, I made up my mind when returning to take the Trans-Siberian Railway route from China. When I expressed my intention of doing this, I was discouraged by my friends in England, India, Burma, the Straits, and China. I was the first permanent resident of Hongkong to make the journey. Several years ago much younger men than myself roughed it between Vladivostock and Irkutsk, doing the journey overland, camping, riding, etc. I was told the effort would break down my health. My experience has been the contrary. This route is bound to be the route of the future between Europe on the one side, and China and Japan on the other. The railway journey is expected to be reduced to one of ten days between Daly and Moscow. In the first instance, the recommendations in favour of the route are: the short time necessary to do it, about 3 to 35 days required by the sea; the cold climate, against the hot climate; no necessity of the constant change of linen; no necessity of carrying two sets of baggage—one for summer and the other for winter; no apprehension of meeting bad weather, which is inevitable in a long voyage, even in the best season of the year.

On Good Friday, the 10th April, at 11.30 a.m., I left Hongkong from the Kowloon Wharf Company's pier by the P. & O. Company's steamer the *Coronel* for Shanghai. Tuesday, the 14th April, at 7 a.m., we anchored near Woosung. At 9.30 a.m., we left the side of the *Coronel* and started for the city. At 11 a.m. we arrived at the wharf off Public Gardens. We stayed at the Central Hotel. Board and lodging only \$7 per day. Called at the office of the Russo-Chinese Railway Company. Was told that the steamer *Mongolia* would leave Woosung at daylight on Thursday, the 16th April; and that I should take the steam launch at the Foochow Road Wharf at 5.30 p.m. the next day (15th). The man in the office could not book me for London. He could only give me a berth by the *Mongolia* for Daly. There all arrangements should be made for the railway journey. Engaged my passage for a cabin de luxe. The passage money being 52 roubles, equal \$66.50. Left the Foochow Road Pier by launch of the Chinese Eastern Railway Company at 5.30 p.m. on Wednesday, the 15th April.

The Agent of the Company accompanied me, and we boarded the *Mongolia* at 6.30 p.m. He kindly introduced me to the captain, who showed me my cabin. Thursday, 16th April, at 5.30 a.m., the *Mongolia* left her moorings. Morning coffee is not served in the cabins. One must dress into the saloon to take his coffee—very inconvenient before a bath. I had therefore to go to my bath, dress, then sit for my small breakfast, consisting of three half-boiled eggs, bread, butter, and cheese. These were all on the table with tea or coffee. The meal hours are: 7.30, chota haare (Indian for small breakfast); 11 a.m., breakfast, a frugal meal consisting of three courses and fruit (bananas); dinner is served at 5.30, and tea at 8 o'clock. The crew are made up of Russians and Chinese—officers are Russians. The captain told me that he could speak a little English, but he never spoke to me. When I boarded I saw his wife seated with him at table, but the agent told me she lived on shore. There are two Chinese boys in the saloon, one of them tries to speak French and English. None of the officers speak anything but Russian. They are all very civil. The head steward tried to speak to me in English. He spoke very few words, then he brought his vocabulary to make me convey to him anything I wanted. There was very little water in the wash-hand stand in the cabin, but I could not make him understand. The *Mongolia* is a very good ship, and has 25 saloon and three deck cabins, all well appointed and comfortable. We have 11 passengers—three ladies, one child, and seven gentlemen. One lady is English, two gentlemen are American. Two of the other passengers (French and German) could speak a little English, but never attempted to broach a conversation. The three deck cabins are called *cabin de luxe*. The sea is calm, but the steamer at times is prone to be lively, probably, because she goes fast and is somewhat narrow. We had "fiddles" at table to-day at luncheon. The trip must prove irksome when nobody on board can speak English. There is an intermediary meal at 1.30 p.m., consisting of biscuits and tea poured in glasses with sliced lemon and sugar. The meals are prepared and served out à la Russe. Ordinary cabin costs only 40 roubles. I took cabin de luxe because the port-hole can be opened during all states of the weather. The menu, which is placed on the table, is written out in Russian, and is decorated with the Chinese and the Russian ensigns intertwined. 17th April, at 3 p.m., the coast near Daly became visible, and at 3.30 we entered the approach to the harbour. Hills on both sides, something similar to the approach of the Canton River, but wider. Entered the breakwater (which is not finished), and within a quarter-of-an-hour, at 4 p.m., we were along side the pier, built of stone, brick and mortar.

The agent of the steamer, Mr. W. Greenberg, came on board and reported that all the hotels were full, and that it will be advisable to

stay on board till to-morrow at 9 a.m., when I may land and go direct to the railway station and berth myself on board the *vagou de lit*.

There were several carriages (*litteras*) waiting at the landing, and about a dozen rickshas. These were all engaged. I therefore had to wait until some of them returned. Having letters for Messrs. Kunst and Albers, I elected to call on them and to ask for their advice. Their office is in the city, which is a mile and a half from the pier. I engaged a ricksha with two Chinese handling it. It took me half-an-hour to get there. The manager could speak English, and very kindly telephoned and engaged a room for me in the Daly Hotel. This room was for four roubles, whereas other smaller rooms were for 2 to 2.50 roubles a day for lodging only. Nothing but Russian is spoken in the hotel. Found here a German ledger who could speak English. He kindly got the man in the lobby to send for my luggage from the *Mongolia*. This hotel is well appointed, but not large. There are only 18 bedrooms. The dining saloon is 30 by 20 feet. The rooms have oilcloth on the floor, with wood simply constructed furniture, not upholstered. They remind me of the Bombay hotels, but somewhat of an improved pattern. Supper (our dinner) is served after 7 p.m., consisting of three courses, for which one rouble is charged. Asked the *garcon* to get bath ready for me at 8 a.m. tomorrow. Was told that if water comes through the pipes I may have a bath; otherwise I must go without one. Tea and coffee are served here in tumblers. Friday, 18th April, no water available, therefore no bath. There is bath here in a small room with a boiler fixed in a corner of the room. Water from the mains passes through this boiler, filling the bath. No water from the main pipe, consequently no bath. Thermometer in my bedroom, which is on the ground floor, at 10 a.m. stood at 64. Exchange on London, £10=93 roubles; exchange on Shanghai, \$100=125 roubles. Mr. W. Greenberg advises me to go and occupy my berth on the sleeping-car long before the departure of train. Here, and in all Russia, foreigners in doing a document give both the Russian and English dates. Today therefore the dates should be 5/18 April, the English date being 13 days ahead. Sunday, 19th April, at 10 a.m., Mr. Greenberg sent his Chinese boy to help me and my baggage to the station. Arrived at the station, which is close by the hotel, waited for the conductor, and occupied a compartment at 11 a.m. Compartments in first-class carriage have two berths each, but the second-class compartments have four berths each. The compartments are not as good as I expected to find. I was told this was not a *train de luxe*. The latter class carriages are not quite ready for the route; the present ones, however, are far better and much more comfortable than carriages used on the different lines in India and in Burma. Boarding in the hotel was very moderate. One rouble for a meal consisting of three or four courses—fish, meat, fowl, and stewed tin-fruits or sweets. I took my luncheon and dinner in the restaurant car adjoining. Mr. Greenberg called at 6 p.m. to see if I was well housed. Promised to call again before the departure of the train at 10 p.m. He was disappointed to find there was no bathroom car in train. At dinner time our train was shifted on to the platform near which the station of the future will be built. Here I bought my ticket. 1st class to Munchuria (the Chinese frontier), and paid 1.8 roubles; 2nd class (very slightly inferior to the first) paying only 67 roubles Mr. Greenberg came at 10 p.m. and handed to the conductor a tin bucket and a tin bowl, at the same time giving instructions to supply me en route with an abundant supply of water to enable me to have a sponge-bath once a day. If it had not been for his kindness I would have suffered in health during the trip. The other passengers, mostly foreigners and Russians, seem to be able to go for a week without a bath without any inconvenience. He left me at 10.30, and the train started at 11 p.m., bedding, quilts, and pillows being supplied by the railway authorities. In China I was told that I was to carry these requisites myself, as they do in India and Burma.

Monday, 20th April.—The train is travelling at about 10 to 15 miles an hour, and is stopping at all stations in spite of being an express train, carrying only passengers and no goods. Thermometer in my compartment stands at 61°/63°, and I am comfortable. Weather is fine, and there is sunshine. At 4 p.m. thermometer stood at 80. Meals: coffee in the morning to be paid for separately, from 20 to 45 kopecks. At noon and 6 p.m., breakfast and dinner costing 1 rouble and 14 roubles respectively. Courses two and three respectively. No one connected with the train speaks English. Some of the naval and military officers travelling speak French and a little English. There are three missionary ladies from China travelling in the train. In several stations there are no platforms. To get down, one must jump from the car some five or six feet. The country which the railway traverses is mostly table-land, with hills here and there. Those close to Daly are composed of earth and fragments of slate. Miles of these are being cleared, and very easily cleared, in the construction of the city of Daly. As we speed along, hills of rock similar to those in Hongkong are met with. There is a piano on board the dining car. Tuesday, 21st April.—Thermometer at 6 a.m. stood at 60. This is a corridor train. Stoppages at the different stations occupy from five to 30 minutes each time. To be sure of taking a certain amount of exercise one must be on the alert to drop down at every station; with short walks at each station one shall have accumulated a given stock of exercise by night time. This is the only way to take one's usual constitutional. At the large stations, eggs, milk, ducks, fowls, oranges, and native peans may be purchased. Several second-class passengers supply themselves with provisions by making purchases at the stations. In these parts locomotives burn wood, not coal.

(To be continued.)

## CHINESE REFORMERS IN NORTH AMERICA.

We take the following from an article in the *Montreal Witness* on the Chinese reform societies:

"In Canada and the United States there are now some 120 of these reform societies, with upwards of 30,000 members, all Cantonese, each of whom has paid one dollar to the funds of the society. Adding to these the societies in operation in China makes some 40 in all, with a membership of 3,500,000. Besides the reform of corrupt policies they plan a commercial reform which is to begin in the shape of a large bank in Hongkong, wholly operated by the Chinese themselves. All banks now in the city are operated by Westerners, though these are largely dependent on the Cantonese for the successful conduct of the actual business. The same reformers are planning the establishment of paper-mills, electric railways from town to town, a merchants' exchange, and even a big experimental store. This reform, the reformers themselves say, is the direct result of the teachings of Christianity. Kang YuWei declared on one occasion:—'I owe my conversion and my knowledge of reform to the writings of the missionaries.' Similarly Mr. Pow Chee, who is travelling with Mr. Long (Long Kai Cheui), in Knox Church on Sunday night said to the teachers of the flourishing Chinese school there:—'You teachers are doing the best part of the reform work for China. Give us more teachers and more missionaries.' Mr. Long declared he had never seen such a picture, so many scholars (about three hundred were present) surrounded by common teachers, who must approve of our reformation, and so are our good friends. Through your pupils here you exert an influence over all China.'

but that effect could be given to the succeeding recommendations without any change in the law.

In the course of their report, the committee state that, in their opinion, Lascars and other Asiatics who are British subjects stand on a different footing from foreigners, and that, apart from their claim as British subjects, they have also some claim for employment, because British vessels have displaced the native trading vessels. Although Lascars and other Asiatics are engaged almost exclusively in steam vessels, they now exceed the total number of foreign seamen in all classes of British ships, and their increase during recent years has been very much more rapid than the decrease of British or the increase of foreign seamen employed. Lascars, it is added, are in most cases hereditary sailors, and have special qualifications for work as firemen in hot climates. They are temperate, and those who appear before the committee make a most favourable impression. The evidence showed that they were most amenable and contented crews, and that, in consequence, their employment as firemen had grown largely, not only in the tropics, but also in vessels trading between ports with the tropics and the United Kingdom. The committee do not feel competent to express any decided opinion in regard to the employment of Lascars in men-of-war, but they have no doubt of their desire to be so employed or of their competency at least in the capacity of stokers and firemen. On the whole, therefore, the committee conclude that the objections which may be entertained to the employment of foreign seamen do not apply to the employment of Lascars and other Asiatics who are British subjects.

## THE AMERICAN WORKMAN.

The American workman as he appears to an English workman is sketched in a short article in *Pace's Magazine*. The writer tells in his own way the story of his experiences in American shops, and records his impressions of American workmen. His preliminary word about employers is a good illustration of the true proverb that "Familiarity breeds contempt." "On first acquaintance," he says, "American shops and America generally, have a charm for almost everyone, and it depends on a man's permanent whether he falls permanently in with it or becomes hostile. I was struck favourably first with the genial and courteous manner of employers. Next I found they were always like it with strangers. Then I found they were practically on a level with the men, and expected to be spoken to in the same familiar way, and took it quite as a matter of course if their word was distrusted, or if they were abused or threatened." The author's impression of the men themselves was at first favourable. "It was evident that in some ways they were on a higher level than the English workman, and except that they worked harder and longer, it was not apparent in what they could be worse off. Sixty hours a week, after the English fifty-four seemed very hard, although I was getting nearly double English wages. It seemed remarkable, too, that, although the day was so long, and made worse still by dividing it into two long spells with only a more or less brief interval for dinner, the work should be pursued diligently from the moment of starting until stopping-time. The signs of bustle that I had expected were not noticeable, but even in the slowest shop there was practically no loafing. The general impulse seemed to be to turn out the work in the quickest and most straightforward way. Even with scarcely enough work in the shop, there seemed to be no holding back. Everyone made himself as comfortable as possible, but the work didn't stop. If it suited a man to sit down at what he was doing he sat down, and often spent more of the day seated than standing. If he was hungry he could spread quite an elaborate meal on the bench and eat as he worked. He is particular about temperature, and, in spite of the enormous variations outside, most shops are kept about the same all the year round—rather warmer than most Englishmen like, but the American reckons to work comfortably with coat and waistcoat off when the weather is at its coldest outside. Outside workers take more pains to protect themselves, and in very severe weather stop work altogether where possible."

The worst feature of American shop life, and of American life generally, appeared to the author to be the "small amount of confidence between men. Each feels that the rest are his enemies, and not to be trusted. Instead of asking questions things have to be found out. It is unwise to show ignorance on matters connected with the work. A man who happens

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

**T**H E P. & O. S. N. Co.'s Steamship.  
"BANCA."  
FROM ANTWERP, PORT SAID, SUEZ  
AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M., To-morrow, the 3rd inst.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd July, 1903.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"CORONADEL,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cirgo:-  
From London, ex. ex. s. Britannia.  
From Calcutta, ex. ex. S. I. S. N. and  
B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-day, the 2nd inst.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd July, 1903.

OCEAN STEAMSHIP COMPANY,  
LIMITED,

AND  
CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED.

## CONSIGNEES FOR Company's Steamer

"TYDEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, shafted, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 6th July.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th July, or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 29th June, 1903.

## STEAMSHIP "POLYNESIEN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex. s.s. Memphis, and from Bordeaux ex. s.s. Ville de Lorient, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, the 29th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 6th July, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th July, or they will not be recognized.

All damaged packages will be examined on Monday, the 6th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 29th June, 1903.

## HAMBURG-AMERIKA LINIE.

S.S. "ARABIA," FROM NEW YORK.

THE cargo ex above steamer having arrived  
here to-day by the O. S. S. Co's  
Steamship

"TYDEUS."

from Singapore, Consignees are hereby requested to send in their Bills of Lading for countersignature by the Undersigned.

The cargo will be landed into the Godowns of the O. S. S. Co. at Wanchai, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining and landed after Monday, the 6th July a.o. will be subject to rent.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 29th June, 1903.

## NOTICE OF REMOVAL.

THE MUTUAL STORES have this day removed to 25, DES VŒUX ROAD  
CENTRAL.

Hongkong, 27th June, 1903.

## INSURANCES

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current rates.

SIMSSSEN & CO.  
Hongkong, 29th May 1895.

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed  
AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.  
Agents.

Hongkong, 21st April, 1897.

GENERAL MARINE INSUR-  
ANCE COMPANY, LIMITED,  
OF TREDEN.

The Undersigned, having been appointed  
AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

HOTZ, JACOB & CO.  
Hongkong, 1st September 1902.

[2327]

NORTHERN ASSURANCE CO.

ESTABLISHED 1833.

THE Undersigned Agents of above Compa-  
ny are prepared to accept First-class Foreign  
and Chinese RISKS against FIRE at Current  
Rates.

TURNER & CO.  
Hongkong, 14th January, 1903.

[216]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current  
Rates.

SIEMSSSEN & CO.  
Agents.

Hongkong, 18th May, 1892.

[23]

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Reserve ..... 262,710

Total Losses Paid ..... 26,760,240

THE Undersigned having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current  
Rates.

WM. MEYERINK & CO.  
Hongkong, 18th May, 1903.

[1449]

PHOENIX FIRE OFFICE.

The Undersigned are now prepared to  
ACCEPT POLICIES OF INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPRAIRIE & CO.  
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887.

[128]

SALAMANDER FIRE INSURANCE  
COMPANY.

THE Undersigned, having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current  
Rates.

HOTZ, JACOB & CO.  
Agents.

Hongkong, 2nd April, 1897.

[160]

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902.

£16,378,771.

I. AUTHORISED CAPITAL ..... £3,000,000 0 0

SUBSCRIBED CAPITAL ..... 2,750,000 0 0

PAID UP CAPITAL ..... 687,500 0 0

II. FIRE FUNDS ..... 2,867,315 14 10

The Undersigned, having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current  
Rates.

SHEWTON, TOMES & CO.  
Agents.

Hongkong, 19th June, 1903.

[1888]

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A. I. A. B.C. Scott's & Engineering Code  
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ..... 521 feet.

Length on Blocks ..... 513 "

Width 1/4 Entrance on Top ..... 89 "

Width 1/4 Entrance on Bottom ..... 77 "

Water on Blocks at Spring Tide ..... 263 "

DOCK No. 2 (at MUKALIMA).

Extreme Length ..... 371 feet.

Length on Blocks ..... 350 "

Width of Entrance on Top ..... 66 "

Width of Entrance on Bottom ..... 53 "

Water on Blocks at Spring Tide ..... 22 "

PATENT SLIP (at ROSUKE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
with POWERFUL SALVAGE PLANT  
READY at SHORT NOTICE.

1677

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest.

Fusibly Illustrated, descriptive of the  
people, Customs, &c. of the Far East.

The kindly Press criticisms, both Continental  
and American, that the production of this  
Magazine has evoked is eloquent testimony of  
the sterling merit of the publication.

Price ..... \$1.50.

On Sale at "NORTH CHINA HERALD"  
OFFICE, Shanghai.

MESSES KELLY & WALSH,  
Hongkong;

and all leading Booksellers in the Far East.

Hongkong, 14th February, 1903.

[1868]

NOTICE OF REMOVAL.

THE MUTUAL STORES have this day

removed to 25, DES VŒUX ROAD  
CENTRAL.

Hongkong, 27th June, 1903.

[1852]

## ON SALE.

THE DIRECTORY AND CHRONICLE  
FOR CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NEITHER-  
LANDS INDIA, PHILIP-  
PINES, BORNEO, &c.

WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY

TO LET

TO LET.

**N**o. 3, DUDDELL STREET, ground floor. Suitable for Offices or Office and Gedown.

Apply—  
SOUTH CHINA MORNING POST, LD.  
Connaught Road Central,  
Hongkong, 27th June, 1903. [1849]

TO LET.

**E**RSFOOT, UPPER RICHMOND ROAD. Apply to—  
DEACON & HASTINGS,  
10, Queen's Road.  
Hongkong, 30th October, 1902. [76]

TO LET.

**N**o. 1, CAMELION VILLAS (PEAK). A Six-Roomed Bungalow in first-class condition. Apply to—  
LINSTEAD & DAVIS.  
Hongkong, 24th June, 1903. [1818]

TO LET.

**F**URNISHED HOUSE, 5, KNUTSFORD TERRACE, for Two or Three Months from about middle of July. Pianoforte Court and Balcony. Only household expenses required. Apply—  
A. A. W.,  
5, Knutsford Terrace, Kowloon.  
Hongkong, 3rd June, 1903. [1771]

TO LET.

**N**o. 10, SEYMOUR TERRACE.  
No. 13, MOSQUE JUNCTION.  
No. 43, CAINE ROAD. Nine-Roomed Corner House, \$160 exclusive of Taxes.  
Nos. 1 and 3, CORONATION TERRACE. Six-Roomed Corner Houses, \$160 each including Taxes.

**F**OUR-ROOMED HOUSE on Upper Levels, fully furnished, for Six Months. And others to suit various requirements. S. A. SETH,  
Land and Estate Broker.  
Hongkong, 24th June, 1903. [1896]

TO LET—UNFURNISHED.

**C**OOMBE, MAGAZINE GAP. Available from 1st April. Apply—  
Daily Press Office.  
Hongkong, 18th February, 1903. [542]

TO LET—IMMEDIATE POSSESSION.

**N**o. 12, CASTLE ROAD.  
Nos. 15, 17 and 19, SEYMOUR ROAD. GROUND FLOOR of No. 49, PEEL STREET.  
GODOWN, No. 32A, PRAYA EAST.  
No. 2, SEYMOUR ROAD. Possession from 3rd July. Apply to—  
COMPRADORE DEPARTMENT,  
Nippou Yuen Kaisha.  
Hongkong, 19th June, 1903. [1761]

TO LET—with IMMEDIATE POSSESSION.

**T**WO SUITES OF ROOMS in the Ground Floor of the Hongkong Club Annex, suitable for Offices. Apply to the undersigned. C. H. GRACE,  
Secretary.  
Hongkong, 18th June, 1903. [1757]

TO LET.

**F**IRST FLOOR No. 8, QUEEN'S ROAD CENTRAL. Suitable for Office. Apply to—  
IF LAN CHUEN,  
Care of Mr. A. M. Esabroy,  
Nos. 7 and 8, Zetland Street.  
Hongkong, 11th June, 1903. [1689]

TO LET.

**H**ARTLEY and "WESTLEY,"  
UPPER RICHMOND ROAD.  
"STONY BROOK," LOWER RICHMOND ROAD. Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd June, 1903. [150]

TO LET.

**T**WO SPACIOUS NEW GODOWNS, very suitable for Dry Goods. Apply to—  
W. LYSAUGHT,  
153, Wan Chai Road.  
Hongkong, 15th April, 1903. [1153]

TO LET.

**N**o. 17, SEYMOUR ROAD or WOOD LANDS WEST to Rent from 15th JUNE. Apply to—  
E. H.,  
Care of Daily Press Office.  
Hongkong, 16th May, 1903. [143]

TO LET.

**R**OBINSON ROAD. Apply to—  
AHMET RUMJAHN,  
62, Queen's Road.  
Hongkong, 1st July, 1903. [1886]

**TANG YUEN.** BOARDING ESTABLISHMENT.

**S**UMMER RATES. European Supervision. Excellent Cuisine and Accommodation. Apply—  
MANAGERESS,  
Macdonnell Road;  
or  
FAIRALL & CO., Queen's Road.  
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE.

**M**RS. GILLANDERS,  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th March, 1903. [915]

BOARD AND RESIDENCE.

**C**OMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892. [1692]

TO LET.

"**E**VERNDALE," ROBINSON ROAD.  
Apply—  
E. M. HAZELAND,  
35, Queen's Road Central.  
Hongkong, 24th June, 1903. [1810]

TO LET.

**A**RBUTHNOT ROAD. Six-Roomed House. Apply to—  
E. A. DE CARVALHO,  
C. F. DE CARVALHO.  
Hongkong, 3rd July, 1903. [1914]

TO BE LET FURNISHED.

"**I**AN MOR" (West), PEAK ROAD.  
Apply to—  
MAJOR TUDOR, R.E.  
or  
HUMPHREYS' ESTATE & FIN-  
ANCE COMPANY, LD.  
Hongkong, 18th June, 1903. [1902]

TO LET.

**F**ROM August 25th, COSMOPOLITAN  
HOUSE (Unfurnished). 13 Large  
Rooms, Kitcken, etc., etc.  
Apply—  
MANAGER,  
Wm. Powell, Ltd.  
Hongkong, 30th June, 1903. [1867]

TO LET.

**T**WO SPACIOUS GODOWNS—Nos. 93  
and 96, PRAYA EAST.  
Apply to—  
H. N. MODY,  
Victoria Building.  
Hongkong, 2nd December, 1902. [82]

TO LET.

**O**NE FIRST-CLASS SPACIOUS  
GODOWN at West Point.  
Apply to—  
"GODOWN,"  
Caro of Daily Press Office.  
Hongkong, 16th June, 1903. [1719]

TO LET.

**N**o. 2, "MAGDALEN TERRACE,"  
Magazine Gap.  
Apply to—  
SPANISH PROCURATION.  
Hongkong, 1st July, 1903. [73]

**GODOWNS TO LET.**

**P**RAYA EAST. Spacious Two-storied  
and Single-storied Godowns. Suitable  
for Yards or Cals.  
Also Land for Coal storage.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st March, 1903. [100]

TO LET.

**F**LATS in MORETON TERRACE,  
CAUSEWAY BAY, facing the Polo Ground.  
No. 2, RIPON TERRACE (in FLATS).  
GODOWNS at BOWBINGTON (PRAYA  
EAST).  
HOUSES in LEIGHTON HILL ROAD.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 8th June, 1903. [71]

TO LET.

**T**WO GODOWNS, Nos. 2 and 4,  
MATHESON STREET, Wan Chai.  
No. 5, STEWART TERRACE, PEAK,  
Furnished, from 5th June to 31st August, 1903.  
"WESTBOURNE VILLA," NORTH  
BONHAI ROAD.  
"BISNEE VILLA," POKFULUM ROAD,  
Land on sea front Kowloon Marine Lot No. 5,  
and admirably suited for the storage of coal.  
For terms and particulars apply to—  
LINSTEAD & DAVIS.  
Hongkong, 3rd July, 1903. [1046]

TO LET.

**2**ND FLOOR, No. 25, DES VŒUX ROAD  
CENTRAL.  
Apply to—  
DANG CHEE, SON & CO.,  
23, Des Vœux Road Central.  
Hongkong, 2nd July, 1903. [1908]

TO LET.

**C**LARKE'S B 41 PILLS are  
narrated to cure, in either sex, all acquired or  
conditional Discharges from the Urinary  
Organs, Gravel, and Pains in the Back. Free  
from Mercury. Established upwards of 30  
years. In Boxes of 4d. each, or all Chemists  
and Patent Medicine Vendors throughout the  
World. Proprietors, THE LINCOLN AND MID-  
LAND COUNTIES DRUG COMPANY, Lincoln,  
England. [54]

TO LET.

**C**ARTRIDGES.  
IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH.

**E**LEYE'S, SCHULTEZ'S, AMBERITE  
and KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to SSSG, AIR GUNS and  
AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong, 29th November, 1902. [111]

TO LET.

**C**ARBOLINEUM-AVENARIUS  
USED FOR OVER 25 YEARS.

**C**ARBOLINEUM AVENARIUS  
TRADE MARK  
IN CASE OF ONE  
IN CASE OF ONE  
CARBOLINEUM AVENARIUS

Throughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
and Dampeas.

LUTGENS, EINSTMANN & CO.  
Sole Agents for China.  
Hongkong, 1st July, 1902. [1890]

TO LET.

**18,** ROBINSON ROAD.  
Apply to—  
AHMET RUMJAHN,  
62, Queen's Road.  
Hongkong, 1st July, 1903. [1886]

TO LET.

**T**HE "ZAFIRO" CASE.  
A REPRINT of "THE 'ZAFIRO'  
MYSTERY" Case in pamphlet form is  
now on sale. Copies may be obtained for cash,  
5/- each, at the Office of the "Daily Press."  
Hongkong, 29th May, 1903. [1565]

[ALL RIGHTS RESERVED.]

V. C.  
ACHRONICLE OF CASTLE BARFIELD  
AND THE CRIMEA,  
BY  
DAVID CHRISTIE MURRAY.

(Author of "Joseph's Coat," "Rainbow Gold,"  
"And Rachel," "Despair's Last Journey," &c.)

CHAPTER II.

The clatter of the tumbling objects in the  
hall brought out the General and Jack Jervoye's  
son. This girl peered with a white face than  
ever from the parlour doorway, and a fourth  
auditor came upon the scene in the person  
of an elderly woman in black satin and old  
lace, who rushed into the hall with frightened  
eyes and upraised hands, in time to hear the  
question and the answer.

To make clear what the question and the  
answer meant to the four people who heard  
them, I must go back a step.

Jack Jervoye ran away from home when the  
nineteenth century was in its teens. He had  
left behind him a baron-scarou reputation,  
and, save for his father and mother, but a  
solitary relative of his own name. When he  
came back, with coat in tunic, and the story  
of a life of strange adventure behind him, the  
old folks had been dead a dozen years, and the  
young man had no one to whom he could confide  
his pious sneak, had so far prospered in the  
world's affairs that he had left the old-fashioned  
conventicle in which he had had his spiritual  
upbringing, and had become a pillar of the  
Established Church. He had been christened Jacob  
and now means Jacob Jervoye; the Knockes being  
a family of some distinction in his neighbourhood,  
having having, to his fancy, a Norman-French sort  
of aspect which seemed to lift his bearing to a  
superior social height. James had many iron  
in the fire, and seemed to be prosperously busy  
at the commercial until day long. Amongst  
the business enterprises he had in hand, there  
was but one which at any time had appeared to  
yield him no return for his labours. He had  
lent money on the strength of the security  
afforded by a brine pit in the neighbourhood of  
Droitwich; and his creditor having failed in  
the stipulated payments, James had foreclosed  
upon this property and had undertaken to work it  
for himself. He found this enterprise a  
failure, but since he could induce nobody to  
take it off his hands, he worked the property for  
what it was worth from time to time. There  
were seasons in which the pit was almost dry,  
and when it was impossible to work it at a  
profit. There were other seasons when the  
underground sources treated him more favourably.  
A more decided man than Mr. Knock  
Jervoye would probably have decided to  
abandon the property altogether, and to let on  
loss stand for everything. There was a considerable  
amount incurred in the upkeep of machinery  
which was much oftener idle than engaged;  
and the occasional employment of the plant was,  
of course, on the average much more expensive  
than its constant use would have been.

James was on the point, after two or three  
years of indecision, of relinquishing the working  
altogether, when Cousin John came home.  
There was a conference between the two, and  
following on that conference a very strange  
thing happened. The worthless boy became  
a property, and one of the best of its kind in  
England. Five men knew how this result was  
brought about, and three of them had been  
for a good many years in the enjoyment of a  
position—one in Australia, one in Canada, and  
one in the United States. These pensions were  
paid by Cousin John and James, and paid it  
by no means willingly. Not to beggar at this  
matter, the two cousins, at John's instigation,  
had contrived a simple villainy. Very nearly  
to the unproductive salt pit was a noble property  
of the same kind, and John's device had been  
to tap the wealthy neighbour's store by running  
a little drift from the worthless shaft into the  
rich one. It was not an unheard of thing for  
the value of such properties to fluctuate. A  
rich mine would pay out, and a poor one at a  
distance would become suddenly enriched; and  
these changes were, no doubt, rightly, in the  
common instance attributed to the capricious  
operations of Nature. If the owner of the  
tapped source of the cousins' wealth suspected  
anything to begin with nobody ever knew. The  
only fact with which we need concern ourselves  
is that the fraud went on without exposure for  
many years, and that James and John alike grew  
fat on it.

As certain hulking ruffians, with an Australian  
digger's broad, had turned up late to distract  
the tranquillity of the partners. He had been  
asking what they regarded as an exorbitant  
price for his silence in respect to the construction  
of that drift which had just been mentioned,  
and had been fobbed off from time to time with  
five or ten pounds, as the case might be, and with  
promises of more. Young Polson Jervoye  
had caught this pair slinking about the house  
on the Beacon Hill in what looked to him like a  
suspicious fashion, and an interview between  
the two had resulted in a stand-up fight in which  
the blacksmen had got very much the worst  
of it. But as he rose from the last round, and  
spat out the fragments of one or two broken  
teeth, he said things which filled the honourable  
and manly spirit of young Jervoye with a terror  
to which he hardly dared to give a name. The  
terror would have named it if loudly enough,  
if he had dared to let it; but next to being an  
honourable man himself, this young fellow wanted  
to believe that his cause of honest people, and  
the rascal's threats and innuendoes had lost him  
with a dreadful doubt upon his mind.

The combat had taken place at the very gate  
of the grey stone house, and the old lady in the  
black satin and the costly yellow lace had  
come out at the finish of it time to hear the threats  
and innuendoes which had brought such trouble  
to her boy. It was a hundred to one that  
young Polson Jervoye would have been less  
disturbed if his mother, hearing these things,  
had not fallen to trembling and weeping and  
wringing her hands; for he argued, naturally,  
that she would not have been so dreadfully  
upset if she had not feared at least that there  
was some ground for the words which had been  
spoken in her hearing.

General Boswell had his concern in the  
matter, also. He was an admirable soldier, but  
a wretched man of business; and his monetrary

affairs had never prospered until he had en-  
trusted them to the hands of the cousins Jervoye  
and Jerseye. Little by little he had been drawn  
into the greater part of his investments lay at their control.

And now for the pretty girl, who is stirring  
with so alarmed and white a visage on the  
threshold of the hall. This is General Boswell's  
daughter, solo child of a late marriage, and the  
apple of his eye. She has been wandering  
quite consiously towards an engagement with  
young Polson; and expects him with excellent  
reason, to declare himself at almost any hour.  
She knows of her father's association with  
Jervoye and Jerseye, and indeed, it has been  
a familiar thing to her ever since she came to  
be of age to understand.

Thus the brief and terrible colloquy between  
the cousins translates itself variously for every  
listener.

And now for the pretty girl, who is stirring  
with so alarmed and white a visage on the  
threshold of the hall. This is General Boswell's  
daughter, solo child of a late marriage, and the  
apple of his eye. She has been wandering  
quite consiously towards an engagement with  
young Polson; and expects him with excellent  
reason, to declare himself at almost any hour.  
She knows of her father's association with  
Jervoye and Jerseye, and indeed, it has been  
a familiar thing to her ever since she came to  
be of age to understand.

And now for the pretty girl, who is stirring  
with so alarmed and white a visage on the  
threshold of the hall. This is General Boswell's  
daughter, solo child of a late marriage, and the  
apple of his eye. She has been wandering  
quite consiously towards an engagement with  
young Polson; and expects

## SHIPPING.

## ARRIVALS.

July 2, TIENTHIN, British str., 1,227, J. Gibbs.  
Wen 27th June, General—BUTTERFIELD & SWIRE.  
July 3, HAILOONG, British str., 783, Evans.  
Amy 2nd July, General—DOUGLAS LAFAYETTE & CO.  
July 3, KIURIANG, British str., 1,223, W. Miller, Shanghai 28th June, General—BUTTERFIELD & SWIRE.  
July 3, MARITA, French steamer, 1,821, Paul Antwerp 19th April and Haiphong 30th June, Railway Iron—SANDER, WIELAND & CO.  
July 3, MASCILLA, British str., 2,744, G. W. Cockman, L.N.E., Shanghai 30th June, Mail and General—P. & O. S. N. CO.  
July 3, MERCEDES, British str., 3,000, J. S. McGregor, from Weihaiwei, Ballast—Ore.  
July 3, SHANGHAI, British str., from Canton.  
July 3, TAMSANO, British str., from Canton.  
July 3, TSUCHIBA MANU, Jap. str., 4,128, I. Narasaki, Katsushima 27th June, Coal—M. H. KAISHA.  
July 3, TYR, Norwegian str., 1,418, D. L. Danielsen, Hongay 30th June, Coal—EAST ASIAN TRADING CO.  
July 3, WAHORA, British str., 2,003, F. Daniel, Singapore 27th June, Rice, &c.—CHINESE CLEARANCES.

THE HARBOUR MASTER'S OFFICE.  
3rd July.

Antonio Mac'coo, Amr. str., Saigon.  
Bankoku Maru, Japanese str., for Kobe.  
Benlomond, British str., for Kuching.  
Boilam, French str., for Pakhoi.  
Kukiang, British str., for Canton.  
Rubi, British str., for Manila.  
Tyr, Norwegian str., for Canton.  
Wongkai, German str., for Swatow.  
Yueisong, British str., for Manila.

## DEPARTURES.

3rd July.  
ANTONIO MCLEOD, Amr. str., for Saigon.  
BENLOND, British str., for Kuching.  
CLARA JENSEN, German str., for Haiphong.  
COHOMANDEL, British str., for Shanghai.  
GLENFALLOCH, British str., for Amoy.  
HAIRAN, German str., for Pakhoi.  
IZUMI MARU, Japanese str., for Bombay.  
KINGSLAND, British str., for Shanghai.  
KUKIANG, British str., for Canton.  
MICHAEL JENSEN, German str., for Haiphong.  
PROGRESS, German str., for Teuron.  
TAICHEONG, German str., for Haiphong.  
TYR, Norwegian str., for Canton.  
WUCHANG, British str., for Elcio.  
YUEISONG, British str., for Manila.

## VESSELS IN DOCK.

3rd July.

ABERDEEN DOCKS.—KOWLOON DOCKS—San Joaquin, Chuenloa, Tuiyuan, Shantung, Carl Diederichsen, Loisan, COSMOPOLITAN DOCKS.

## SHIPPING REPORTS.

The British steamer *Mercedes*, from Weihsien, had strong winds and dirty, rainy weather. The British steamer *Hai long*, from Amoy 2nd July, had light variable winds with fine weather throughout. Vessel in Amoy—fine progress.

## VESSELS ON THE BEACH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"MASSILIA."

Captain G. W. Cockman, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 4th JULY, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

B. A. HEWETT,  
Superintendent.

Hongkong, 23rd June, 1903. [1]

NORDDEUTSCHE LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN.

Taking cargo at through rates to TAWAO, LAHID DATU AND LABUAN.

The Company's Steamer

"BORNEO."

Captain Muhi, will be ready to load for the above ports on the 3rd inst.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 2nd July, 1903. [1]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY,

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,

AGENTS.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

IN CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 4th July, 1903. [28]

## VESSELS ADVERTISED AS LOADING.

## DESTINATION

## VESSEL'S NAME

## FLAG

## CAPTAIN

## FOR FREIGHT APPLY TO

## TO BE DESPATCHED

LONDON VIA SUEZ CANAL	BENLOMOND	Brit. str.	Mutton	GIBB, LIVINGSTON & CO., P. & O. S. N. CO.	About 2nd inst.
LONDON, &c., VIA PORTS OF CALL	MASILLIA	Brit. str.	G. W. Cockman	P. & O. S. N. CO.	To-day, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MARINA	Brit. str.	H.G.H. Lewellin	MCGREGOR BROS. & GOW	About 10th inst.
LIVERPOOL	GLENGARRY	Brit. str.	Willy	BUTTERFIELD & SWIRE	14th inst.
MARSEILLES, COPENHAGEN, &c.	PROMETHEUS	Brit. str.	DIONED	BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, LONDON & ANTWERP.	P. VALDEMAR	Dan. str.	Kock	BUTTERFIELD & SWIRE	20th August.
MARSEILLES, LONDON & V. SPODE, &c.	ALGINUS	Jap. str.	F. Davies	BUTTERFIELD & SWIRE	Quick Despatch.
MARSEILLES, VIA PORTS OF CALL	BINGO MARU	Jap. str.	E. Simons	NIPPON YUSEN KAISHA	11th inst. Daylight.
MARSEILLES, LONDON & ANTWERP	FELEUS	Brit. str.	Davyd Frony	MESSAGERIES MARITIMES	14th inst. at 8 A.M.
MARSEILLES, LONDON & V. SPODE, &c.	TAMBA MARU	J.W. Wale	J. W. Wale	BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON & ANTWERP	STENTOR	Brit. str.	E. Peche	NIPPON YUSEN KAISHA	23rd inst. Daylight.
MARSEILLES, LONDON & ANTWERP	DARDANS	Brit. str.	Jaburek	BUTTERFIELD & SWIRE	4th Aug.
MARSEILLES, LONDON & ANTWERP	NASTOR	Brit. str.	v. Binsz	BUTTERFIELD & SWIRE	13th August.
MARSEILLES, LONDON & ANTWERP	MOYNE	Brit. str.	Roden	BUTTERFIELD & SWIRE	15th September.
MARSEILLES, LONDON & ANTWERP	PREUSEN	Brit. str.	Hildebrandt	MELCHERS & CO.	9th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	NUREMBERG	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	15th inst.
MARSEILLES, LONDON & ANTWERP	WURZBURG	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst.
MARSEILLES, LONDON & ANTWERP	BADENIA	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	12th August.
MARSEILLES, LONDON & ANTWERP	SITHONIA	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	21st inst. P.M.
MARSEILLES, LONDON & ANTWERP	TRISTE	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	About 10th inst.
MARSEILLES, LONDON & ANTWERP	TRISTE, &c., VIA SINGAPORE, &c.	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	About 25th inst.
MARSEILLES, LONDON & ANTWERP	ODERA	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	About 15th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	About 25th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	About middle Aug.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	15th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	22nd inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	23rd inst. Daylight.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	1st inst. at Noon.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	15th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	12th August.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	21st inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	1st inst. at Noon.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	15th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	12th August.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	21st inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	1st inst. at Noon.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	15th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	12th August.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	21st inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	1st inst. at Noon.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	15th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	12th August.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	21st inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	1st inst. at Noon.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	15th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	29th inst.
MARSEILLES, LONDON & ANTWERP	NEW YORK, VIA SUEZ CANAL	Brit. str.	Macozal	HAMBURG-AMERIK LINIE	12th August.
MARSEILLES, LONDON &					

## CORRESPONDENCE.

## THE VOLUNTEER DRESS-UNIFORM.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st July.

Sir.—*Apropos* of the Volunteer Promenade Concert that takes place on the 11th instant, it has been suggested by several of our corps that a more satisfactory dress uniform might take the place of the present one, so far, at least, as the rank and file are concerned. The present dress-uniform is much too heavy, being more suited to a Shanghai winter than to the usually mild temperature of Hongkong. It is also not by any means an attractive dress. Might I join with others in suggesting a neat, and above all a well-cut, white uniform. Many members even in these days of depreciated dollars wouldn't mind buying their own dress uniform. I should imagine, rather than wear the present abomination. Enclosing my card.—Yours, etc.,

A GUNNER.

## A SUGGESTION FOR PUBLIC RICKSHAS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd July.

Sir.—I have noticed in a recent issue of your paper some correspondence having references to contamination from public rickshas. There is no doubt that the danger of such cases does exist, and it seems to me that the risk could be considerably reduced by a single simple method, which is the rule, not the exception, in Singapore, Shanghai, Tientsin, and other important Oriental centres. I refer to the covering of the seat, back, and sides of the vehicles with a white slip or cover, which could be easily changed when necessary. Furthermore, it would be of considerable value in preserving to a great extent the clothes of the rider. A few rides in public rickshas, in the white clothes which are so universal during the hot months, will convince any lady or gentleman that such a change would be most welcome. Hoping that my humble observations may bring the matter before the eyes of those who are competent to effect such a desirable move. Yours, etc.,

ODIN.

## THE COST OF LIVING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd July.

Sir.—The cost of living is subject of perennial interest to every dweller in Hongkong, and your leading article in yesterday's *Daily Press*, in which the prices of market produce ruling ten years ago are contrasted with the prices ruling to-day, has doubtless formed a topic of discussion in every household.

While there is no room to dispute the oft-repeated fact that prices have gone up enormously during the last ten years, there seems to be no settled opinion as to the cause thereof. Your evening contemporary, the *China Mail*, for instance, in discussing the matter says:—"We have often wondered why market prices in Hongkong for local produce should be affected by the fall of exchange. Why it should cost more to grow a potato or to rear the anemic chickens we are accustomed to see in Hongkong to procure a none-too-fresh fish for the breakfast-table because the price of silver bullion is depressed by New York manipulators is difficult to understand."

Well, Sir, I do not think the reasons are difficult to comprehend. In the first place the prices would be regulated by the law of demand and supply. Ten years ago this Colony had an estimated British and foreign population of 10,500; the latest official estimate published gives that population as 18,524. The Chinese population of the Colony (exclusive of the New Territory) has increased in the same period by about 25,000. I suggest that this large increase in the demand for market produce has certainly had the effect of enhancing prices to some extent. We might very well consider also what effect the great increase in rents has had upon the cost of market produce. If the Chinese producer has to pay to-day twice as much in rent as he did ten years ago, his only way of raising additional income is to increase the selling price of his produce. It may be true of certain parts of China that the fall in exchange has not affected the cost of market produce; I have, indeed, seen it asserted as a fact. But we are in Hongkong, and not in Szechuan. Rents here of all classes of property have increased very considerably, so also has the cost of all kinds of labour, while it goes without saying that the silver price of all materials imported from abroad for use here in industry and trade has had to be increased in proportion to the fall in exchange. All this must enter directly or indirectly into the ultimate cost of the humble potato and the anemic chicken. The fact that the potato-grower and the poultry-keeper are getting more dollars for their produce to-day than they did ten years ago does not necessarily imply that their stock of dollars saved is proportionately greater.

I cannot see how it can be denied that prices are affected to a fairly large extent by the currency medium, but inasmuch as, consciously or unconsciously, we in Hongkong regulate our financial affairs on a gold basis while using a silver currency, I fail to discover what sound reasons can be advanced for delaying the adoption of a fixed exchange rate for Hongkong until China shall have been induced to establish a gold standard for the whole Empire. These are a few thoughts which have occurred to me, Mr. Editor, after reading the articles in the *Daily Press* and *China Mail*. I do not wish to pose as an authority on the subject and therefore beg to subscribe myself.—Yours, &c.,

ASTERISK.

## POLICE COURT.

Friday, 3rd July.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE):

**THE CHARGES AGAINST R. G. MC-EWEN.**  
Hongkong, 1st July.

Sir.—*Apropos* of the Volunteer Promenade Concert that takes place on the 11th instant, it has been suggested by several of our corps that a more satisfactory dress uniform might take the place of the present one, so far, at least, as the rank and file are concerned. The present dress-uniform is much too heavy, being more suited to a Shanghai winter than to the usually mild temperature of Hongkong. It is also not by any means an attractive dress. Might I join with others in suggesting a neat, and above all a well-cut, white uniform. Many members even in these days of depreciated dollars wouldn't mind buying their own dress uniform. I should imagine, rather than wear the present abomination. Enclosing my card.—Yours, etc.,

A GUNNER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd July.

Sir.—I have noticed in a recent issue of your paper some correspondence having references to contamination from public rickshas. There is no doubt that the danger of such cases does exist, and it seems to me that the risk could be considerably reduced by a single simple method, which is the rule, not the exception, in Singapore, Shanghai, Tientsin, and other important Oriental centres. I refer to the covering of the seat, back, and sides of the vehicles with a white slip or cover, which could be easily changed when necessary. Furthermore, it would be of considerable value in preserving to a great extent the clothes of the rider. A few rides in public rickshas, in the white clothes which are so universal during the hot months, will convince any lady or gentleman that such a change would be most welcome. Hoping that my humble observations may bring the matter before the eyes of those who are competent to effect such a desirable move. Yours, etc.,

ODIN.

## THE COST OF LIVING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd July.

Sir.—The cost of living is subject of perennial interest to every dweller in Hongkong, and your leading article in yesterday's *Daily Press*, in which the prices of market produce ruling ten years ago are contrasted with the prices ruling to-day, has doubtless formed a topic of discussion in every household.

While there is no room to dispute the oft-repeated fact that prices have gone up enormously during the last ten years, there seems to be no settled opinion as to the cause thereof. Your evening contemporary, the *China Mail*, for instance, in discussing the matter says:—"We have often wondered why market prices in Hongkong for local produce should be affected by the fall of exchange. Why it should cost more to grow a potato or to rear the anemic chickens we are accustomed to see in Hongkong to procure a none-too-fresh fish for the breakfast-table because the price of silver bullion is depressed by New York manipulators is difficult to understand."

Well, Sir, I do not think the reasons are difficult to comprehend. In the first place the prices would be regulated by the law of demand and supply. Ten years ago this Colony had an estimated British and foreign population of 10,500; the latest official estimate published gives that population as 18,524. The Chinese population of the Colony (exclusive of the New Territory) has increased in the same period by about 25,000. I suggest that this large increase in the demand for market produce has certainly had the effect of enhancing prices to some extent. We might very well consider also what effect the great increase in rents has had upon the cost of market produce. If the Chinese producer has to pay to-day twice as much in rent as he did ten years ago, his only way of raising additional income is to increase the selling price of his produce. It may be true of certain parts of China that the fall in exchange has not affected the cost of market produce; I have, indeed, seen it asserted as a fact. But we are in Hongkong, and not in Szechuan. Rents here of all classes of property have increased very considerably, so also has the cost of all kinds of labour, while it goes without saying that the silver price of all materials imported from abroad for use here in industry and trade has had to be increased in proportion to the fall in exchange. All this must enter directly or indirectly into the ultimate cost of the humble potato and the anemic chicken. The fact that the potato-grower and the poultry-keeper are getting more dollars for their produce to-day than they did ten years ago does not necessarily imply that their stock of dollars saved is proportionately greater.

I cannot see how it can be denied that prices are affected to a fairly large extent by the currency medium, but inasmuch as, consciously or unconsciously, we in Hongkong regulate our financial affairs on a gold basis while using a silver currency, I fail to discover what sound reasons can be advanced for delaying the adoption of a fixed exchange rate for Hongkong until China shall have been induced to establish a gold standard for the whole Empire. These are a few thoughts which have occurred to me, Mr. Editor, after reading the articles in the *Daily Press* and *China Mail*. I do not wish to pose as an authority on the subject and therefore beg to subscribe myself.—Yours, &c.,

ASTERISK.

## LATE TELEGRAMS.

[VIA CEYLON.]

MR. CHAMBERLAIN'S POLICY.

London, 16th June.

The debate on Mr. Chamberlain's policy was continued in the House of Lords last night.

Lord Lansdowne sought to show the necessity for enquiry into the causes at work abroad which were seeping our trade. "The negotiation for discussion concerning Germany's treatment of Canada was," His Lordship said, "still proceeding. We are given to understand that not only is Canada likely to be subjected to further differential treatment, but, if the other Colonies follow her example, Great Britain herself will probably be deprived of the favoured-nation treatment. Our defences condition," he said, "was absolutely intolerable"; and he described the way the great Continental Treaties were the outgrowth of Protection, some of them State-sided and destroying our trade. "No industry," His Lordship said, "was able to withstand competition under such conditions, but commercial prosperity was not everything, and it was worth some sacrifice to prevent our Colonies drifting from us."

Mr. Bowley—Have you ever given him any money?

Mr. Piper—Might I ask your Worship to caution this witness?

The witness was cautioned, and replied that the defendant wanted \$60 a month. Witness himself gave the defendant \$30, and another man named Ah Wong gave him \$120. That was on 24th December last. Witness handed over the \$30 at the defendant's house in Chater Street, Kennedytown. Besides the money, witness also carried some birds and cigars, but it was such a long time off that he forgot what kind of birds they were. Ah Wong had charge of some capons for the defendant, who, when he received the articles, said—"Thank you." The reason for the giving of the money was that it was Christmas time, when presents were usual.

Mr. Bowley—What did you expect in return for the money?

Witness—Well, the inspector was sometimes very ferocious, and used to strike everybody. Mr. Bowley—And you thought that the giving of the money would make him less ferocious?

Earl Spencer denied that anything had occurred calling for further enquiry, and said that Lord Lansdowne's speech indicated a general war against bounties, a policy which seemed perfectly distinct from that of Mr. Chamberlain's.

London, 18th June.

In the debate on Sir Henry Campbell-Bannerman's motion, the mover complained that the speeches of Mr. Balfour and of Mr. Chamberlain misled the Colonies regarding the Government's attitude on the question of protecting those Colonies favouring the Motherland, against foreign discrimination. Ministers were seriously divided, and hopes were being raised which stood a good chance of being bitterly disappointed.

Mr. Balfour said that the only prospect of much disappointment was if Sir H. Campbell-Bannerman meant to abandon the Colonies in the event of his coming into power. Mr. Balfour said that he himself would not shrink from retaliation, if necessary.

Mr. Chamberlain said that Germany's treatment of Canada amounted to a hostile discrimination, but we were not entitled to expect different treatment while we adhered to a policy making it possible. If Germany further penalised Canada it would be our duty to find a remedy; but the tone of the German Press had so changed during the last few weeks that he did not contemplate the necessity.

The motion was rejected by 252 against 132 votes.

ALDERSHOT REVIEW POSTPONED

London, 18th June.

The King's review at Aldershot has been postponed till the 8th of July, when President Louet will attend.

THE "DISCOVERY" EXPEDITION.

London, 19th June.

With aference to the strictures passed, in the Commons last month, by Mr. Balfour, on the Geographical and Royal Societies for equipping the Discovery for an Antarctic expedition without counting the cost, Mr. Balfour has now written a letter exonerating the Royal Society from any responsibility.

COUNTY CRICKET.

London, 16th June.

The cricket match between Kent and Sussex had to be abandoned owing to the rain.

London, 17th June.

The matches Middlesex v. Essex, and Somerset v. Hants, have been abandoned owing to the sodden state of the ground. Yorkshire beat Cambridge University by 206 runs. Derbyshire beat Surrey by 111 runs. The match between Leicestershire and Warwick was drawn.

ROYAL HUNT CUP.

London, 17th June.

The following was the result of the race for the Ascot Royal Hunt Cup:—

Mr. Leopold de Rothschild's ch. *Kunstler* 1Lord H. de Walden's b. & f. *Impresario* ... 2Sir E. Cassel's b. & f. *Handicapper* ... 3

THE ASCOT GOLD CUP.

London, 18th June.

The following is the result of the race for the Ascot Gold Cup:—

Mr. J. de Bremont's b. & c. *Maximum* ... 1Lord Howard de Walden's *Rising-glass* ... 2Lord Cadogan's b. & f. *Ella* ... 3

[VIA JAPAN AND SHANGHAI.]

PRINCE CHING'S ATTITUDE.

Peking, 20th June.

The British Acting Minister to Peking called on Prince Ching to-day and strongly advised him to reject the Russian demands in the Manchurian Secret Treaty and to urge her to withdraw from Manchuria, China undertaking to open Mukden and Tsinan to foreign trade. The Prince is reported to be completely in the control of the Russian Minister to Peking, and the British Acting Minister found it impossible to influence him. It is reported that the Prince has already given his consent to the Russian demands relative to Manchuria.

MEMOS.—China Light and Power Company.

Limited, extraordinary general meeting on the 13th instant.

Hongkong Electric Company.

Limited, ordinary yearly meeting on the 11th instant.

Tobacco Planting Company, Limited,

ordinary yearly meeting on the 14th instant.

Transfer books close on the 7th instant.

## RUSSIA AND COREA.

London, 21st June.

Great expectations have been formed at St. Petersburg regarding the probable effect of Mr. Webster's prolonged stay at Seoul, and his success in establishing an intimate friendship with the Emperor of Corea. Mr. Webster is now about to return to Russia.

GERMANY AND THE U.S.

Berlin, 25th June.

H. M. the Emperor visited yesterday the flagship of the American Squadron, now at Kiel. During a dinner, given on board of his yacht "Hohenzollern," the Emperor toasted President Roosevelt, Chancellor Count Bülow, the American Officers, and several Ambassadors were present at the dinner.—O. Lloyd.

GERMAN DOMESTIC AFFAIRS.

The result of the second ballot for the Reichstag has just now been published. The Reichstag will, according thereto, consist of 52 Conservatives, 19 Free-Conservatives, 39 Clericals, 9 Anti-semites, 52 National-Liberals, 31 Radicals, 6 Democrats, 81 Socialists, 2 Agrarians, 5 Farmers' alliance, 17 Poles, 5 Welsh, 9 Alsaceans, and 10 belonging to no party. The former deputies, Oertel (Conservative), and Bassemann (National Liberal), have been defeated, while Eugen Richter (Radical) was elected.

The prospect that favourable commercial treaties will be closed, has become decidedly better through the result of the final elections.

Prince Bismarck has been re-elected a member of the Reichstag, while Professor Hasse (National Liberal leader of the Part-Germanen) has been defeated.

The German Government expects that the Reichstag will work entirely satisfactorily notwithstanding the increased number of Socialists.—O. Lloyd.

MR. CHAMBERLAIN'S SCHEME.

London, 27th June.

Dealing with the question of his scheme for increasing the price of bread, Mr. Chamberlain suggested balancing any increase by reductions of the duties on tea, sugar, etc.—N.C. D. N.

SERVIA.

London, 27th June.

King Peter Karageorgewitch has issued an army order, saying that his heart's first greeting is to his dear heroic army, the hope of the Servian people.—N.C. D. N.

JOINT STOCK SHARES.

London, 18th June.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 3rd July.—Since our last weekly report, the June settlement has intervened and been successfully dealt with, but the re-opening of the market has not as yet been attended with any material improvement either in rates or the volume of business transacted.

BANKS.—A small parcel of Hongkong and Shanghai is reported to have been sold at \$890, but larger lots could probably be obtained at \$880. Indo-Chinas after sales for the closing quotation of \$885. London is unchanged at \$63.6s. Nationals are slightly better with buyers at \$28.

MARINE INSURANCES.—Unions are somewhat easier with sales and probable further small sellers at \$500. China Traders sold and can still be placed at \$861. Yangtze are enquired for at \$130. North Chinas are quiet at Th. 220, and Codoms at

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DALEYS PAPER, only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until censored.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Licenses.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## PROMENADE CONCERT.

A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on SATURDAY, 11TH JULY, 1903, commencing at 9 P.M. Admission: Reserved seats, \$2; remainder, \$1; Sailors, Soldiers, and Volunteers in uniform, 50 cents. [1924]

HONGKONG, 4th July, 1903.

HOUSE WANTED.

FROM 1st November, or sooner, a FIVE-OR SIX-ROOMED HOUSE at the PEAK. Reply to—

E. H.,  
Care of Daily Press Office,  
Hongkong, 4th July, 1903. [1925]

WANTED AT ONCE.

A N EUROPEAN LADY'S MAID, willing to travel. First-class References required.

Apply in writing in the first instance to—

A. Z.,  
Care of Daily Press Office,  
Hongkong, 4th July, 1903. [1926]

H. M. NAVAL YARD.

WANTED a hired WRITER in Naval Store Office. Salary, \$30 per month, with temporary increase of 25 per cent., rising to \$120. J. W. L. OLIVER,  
Naval Store Officer.

Hongkong, 4th July, 1903. [1928]

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-DAY (SATURDAY), the 4th instant, will be for SHORT RANGE CUP and SPOONS, commencing at 3 P.M. Ranges: 200, 500 and 900 yards. 7 shots and sighter at each Range. Weather permitting.

M. S. NORTHCOTE,  
Hon. Secretary.

Hongkong, 4th July, 1903. [110]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 4th JULY, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ito House Street, ONE-BORE FOWLING PIECE, by W. Carter, Birmingham.

TERMS.—As usual.

HUGHES & HOUGH,  
Antiquaries.

Hongkong, 4th July, 1903. [1927]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship  
"HAILOONG," Captain Evans, will be despatched for the above port TOMORROW, the 5th inst., at 3 A.M., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO., General Managers.

Hongkong, 3rd July, 1903. [1923]

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles:—  
The Manchurian Question.  
The Price of Food.  
Anti-Plague Serum in Hongkong.  
Straits Currency.

A New Plague Suggestion from Bombay.  
German Policy.

Hongkong Sanitary Board.  
The Health of Hongkong.  
Alleged Russo-Japanese Understanding.

The Late Lo Feng-ku.

A Trip to San Chin.

The Recent Rain-storm.

Improvements at the Thea re.

Report of the Principal Civil Medical Officer.

Canton.

Manchuria.

Correspondence.

Supreme Court.

China Light and Power Co., Ltd.

Hongkong Volunteer Corps.

Hongkong Water Polo Association.

Bribery Charge at Police Court.

Hongkong and Port News.

Subscription, \$12 per annum, payable in advance, postage, 50 cents.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to address sent; including postage 34 cents each, or \$1 for three copies. Cash.

Hongkong, 4th July, 1903. [193]

• EUROPEAN AND JAPANESE WRESTLING.

FIRST-CLASS WRESTLING bouts in European and Japanese styles take place at PRAYA CENTRAL (opposite Central Market), at 3 P.M. daily, and until further notice. Challenges accepted.

PRICES.—1st Class, \$2; 2nd, \$1; 3rd, 50 cents.

S. MARUMI.

Hongkong, 36th June, 1903. [1790]

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

A N INSTALMENT of 20 PER CENT. of the Certificate amount is hereby declared payable on Coupon "C" of Certificates issued in payment of British Private Claims under the provisions of the Notification of the 12th June, 1902.

Claims are payable at the Office of the HONGKONG & SHANGHAI BANKING CORPORATION, 31, Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

H. M. BEVIS,

British Delegate.

Shanghai, 1st July, 1903. [1916]

## NOTICES OF FIRMS

CHINA COMMERCIAL SHIPMANSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL 2ND FLOOR, Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier, Hongkong, 1st May, 1903. [1321]

A. S. WATSON & CO. LIMITED.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

A. S. WATSON & CO. LIMITED.  
The Hongkong Dispensary.  
Hongkong, 18th June, 1903. [1763]

VICTORIA DISPENSARY.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

VICTORIA DISPENSARY.  
Hongkong, 19th June, 1903. [1764]

WATKINS, LIMITED.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

WATKINS, LIMITED.  
Hongkong, 19th June, 1903. [1765]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that MAXIM GUN PRACTICE will be carried out on the south slope of Beacon Hill, Kowloon, on MONDAY, the 6th instant, from 7 till 9 A.M.

By Command, F. H. MAY,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 1st July, 1903. [1904]

NOTICE.

WE have LOST No. 58,038 Delivery Order marked GZ and GB for 500 Bags White Sugar on the 22nd instant, which was issued by Messrs. Wm. Moyesink & Co. to the Hongkong and Kowloon Wharf and Godown Co., Limited, under the Godown Warrant No. 93,042.

We have reported the loss to the said Company and it has been cancelled and is therefore valueless.

HENG SENG CHEONG.  
Hongkong, 29th June, 1903. [1858]

FOR SALE.

19,000 ACRES FINE RUBBER GROUNDS in Sumatra; in lease for 75 years.

Apply to—  
COSTER VAN VOORHOUT & CO.,  
Surabaya, Java.  
Hongkong, 24th June, 1903. [1808]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R.,  
Care of Office of this Paper.  
Hongkong, 16th May, 1903. [1435]

WANTED.

A RELIABLE GODOWN KEEPER. Must read and write English. Security and letters of recommendation required.

Apply to—

Q.,  
Care of Daily Press Office,  
Hongkong, 1st July, 1903. [1855]

SITUATION WANTED.

ENGLISH GENTLEMAN at present in Government Service seeks position of confidence as Secretary or Adviser to Minister or high Official. Has travelled much. Speaks several European languages. Highest possible references.

Apply in first instance to—  
"UBIQUE."  
Care of W. Watson & Co., Bankers, Bombay.  
Hongkong, 1st July, 1903. [1864]

FOR SALE.

A DISCARDED STEEL WIRE CABLE. For Particulars, apply to—  
JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong High Level Tramways Co., Ltd.  
Hongkong, 17th June, 1903. [1736]

## PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th JULY, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1903, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 11th prox., both days inclusive.

By order of the Board of Directors, \*

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd June, 1903. [1782]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, Des Voeux Road Central, Victoria, Hongkong, on MONDAY, the 13th day of JULY, at 11 A.M., in the FORENOON, when the abovementioned Resolutions which were passed at a meeting held on 27th June, 1903, will be submitted for confirmation as Special Resolutions:—

1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."

2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and accepted by the shareholders of the Company and of every old share in the Company held by the respective shareholders thereof."

3. "That in consideration of the guarantees and undertaking now given by Messrs. Shawan, Toms & Co. (the General Managers of the Company) and testifies by their signature hereto (and to be further testified by the execution by the said Shawan, Toms & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof to be apportioned as hereinafter mentioned) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shawan, Toms & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgageto thereof by the Company to such persons as Trustees for and on behalf of the Debenture holders as the said Shawan, Toms & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$100 each at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the said Debentures may be issued at a discount not exceeding 2½ per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say No portion of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof</p